



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

MEETING MATERIALS

November 5, 2009

CALTRANS

BAY AREA TOLL AUTHORITY

CALIFORNIA TRANSPORTATION COMMISSION





Letter of Transmittal

TO: Toll Bridge Program Oversight Committee
(TBPOC)

DATE: November 2, 2009

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Packet – November 5, 2009

Herewith is the TBPOC Meeting Materials Packet for the November 5th meeting. The packet includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics.

TBPOC MEETING
November 5, 2009, 9:00 am – 1:00 pm
Mission Bay Office, 325 Burma Road, Pier 7, Oakland

TBPOC - PMT pre-briefing, 9:00 am – 11:00 am
TBPOC meeting, 11:00 am – 1:00 pm

Topic	Presenter	Time	Desired Outcome
1. CHAIR'S REPORT	S. Heminger, BATA	3 min	Information
2. TBPOC/ ABF/ TYLMN Discussion			
a. SAS Mitigation and Acceleration Update	PMT	45 min	Information
b. Contract Change Order (CCO) 108, S1 (ZPMC Fabrication Impacts)*		10 min	Approval
c. CCO 123, S1 (Candraft Shop Drawings, OBG Lifts 12 thru 14)*		5 min	Approval
3. CONSENT CALENDAR			
a. TBPOC September 18, 2009 Conference Call Minutes*	A. Fremier, BATA	1 min	Approval
b. TBPOC September 2, 2009 Meeting Minutes*	A. Fremier, BATA	1 min	Approval
c. Yerba Buena Island Detour CCO 144, S3 (East Tie-In Plate Joints)*	D. Noel, CTC	2 min	Approval
4. PROGRESS REPORTS			
a. Draft Third Quarter 2009 Project Progress and Financial Update**	A. Fremier, BATA	2 min	Approval
5. PROGRAM ISSUES			
a. TBSRP Capital Outlay Support (COS) Update*	A. Banani, CT	30 min	Information
6. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES			
a. Yerba Buena Island Detour 1) Update	T. Anziano, CT	5 min	Information
b. Yerba Buena Island Transition Structures No. 1 1) Addendum No. 8*	T. Anziano, CT	5 min	Approval
c. Oakland Touchdown No. 1 1) Update	T. Anziano, CT	5 min	Information
d. New East Span Light Pole Procurement*	J. Weinstein, BATA	5 min	Approval
7. OTHER BUSINESS			
Next TBPOC Meeting: December 3, 2009, 1:00 PM – 4:00 PM Director's Conference Room, Sacramento, CA			

*Attachments

**Stand-alone document included in the binder

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TBPOC MEETING November 2, 2009

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3	3	CONSENT CALENDAR a. TBPOC September 18, 2009 Conference Call Minutes* b. TBPOC September 2, 2009 Meeting Minutes* c. Yerba Buena Island Detour CCO 144, S3 (East Tie-In Plate Joints) *
4	4	PROGRESS REPORTS a. Draft Third Quarter 2009 Project Progress and Financial Update**
5	5	PROGRAM ISSUES a. TBSRP Capital Outlay Support (COS) Update*
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*Attachments

**Stand-alone document included in the binder

ITEM 1: CHAIR'S REPORT

No Attachments

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 2, 2009

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 2a
Item- San Francisco-Oakland Bay Bridge Updates
SAS Mitigation and Acceleration Update

Recommendation:

For Information Only

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

The principals of ABF and TYL/MN will report on the status of the Self-Anchored Suspension (SAS) Superstructure contract at the November 5th meeting.

Attachment(s):

N/A

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 2, 2009

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 2b

Item- San Francisco-Oakland Bay Bridge Updates
SAS Project – CCO 108S1 Settlement Negotiations - Time Issues
Related to OBG Lifts 1-11 and T1 Tower

CONFIDENTIAL – FOR SETTLEMENT PURPOSES ONLY

Recommendation:
APPROVAL

Cost:
\$16,942,000.00

Schedule Impacts:
77 additional days (120 days previously approved under CCO 108)

Discussion:

At the October 16, 2009, TBPOC meeting, the Department requested approval to continue settlement negotiations with the Contractor and finalize proposed CCO 108S1. Proposed CCO 108S1 provided for a proposed resolution for both time and impact costs associated with OBG Lifts 1-11 and T1 tower. At the October 16, 2009, meeting, the TBPOC requested that the Department continue negotiations with the Contractor and asked that proposed CCO 108S1 terms and conditions be further enhanced to clarify the scope of the proposed settlement.

The proposed CCO 108S1 settlement justification is documented in detail in the CCO 108S1 CCO Memorandum (Attachment 2) and the TBPOC Memorandum on CCO 108S1 from the October 16, 2009 meeting (Attachment No. 3).

As a result of the TBPOC's October 16, 2009, request, the Department continued to negotiate proposed CCO 108S1 with the Contractor and enhanced the proposed change order terms and conditions. Since the October 16, 2009, TBPOC meeting, the Contractor has stated that it would accept a 77 day compensable time extension (in

Memorandum

lieu of the 90 days that it had earlier offered) for settlement and has submitted detailed cost supporting information associated with proposed CCO 108S1. The Department is currently reviewing this cost support information and will summarize its analysis at the November 5, 2009, TBPOC Meeting.

The Department has enhanced the proposed CCO 108S1 terms and conditions to address the TBPOC's October 16, 2009, comments and will summarize these enhancements at the November 5, 2009, TBPOC Meeting. The Department recommends acceptance of the Contractor's proposed 77 day compensable time extension settlement offer and approval of revised CCO 108S1 (Attachment No. 1), as proposed herein.

Should proposed CCO 108S1 not be approved, the Contractor's position will be that the Department is responsible for the full 10 months delay and associated costs. This will likely result in future protracted, complex, and burdensome claim resolution discussions. Moreover, should settlement not be achieved at this time, the Department will likely be exposed to potential significant interest payments associated with these unresolved claim costs. Without the closure of the liabilities related to OBG lifts 1 to 11, resolution of the claimed east end delays will be considerably more challenging and time consuming. Timely execution of proposed CCO 108S1 will provide a frame work for future delays associated with the East End OBG shop drawing issues.

Proposed CCO 108S1 can be funded from current contract contingency. The costs related to proposed CCO 108SI are within the range of risk management costs anticipated in the approved 2nd Quarter 2009 Risk Management Report.

Attachment(s):

1. Revised CCO 108S1
2. CCO 108S1 Memo
3. TBPOC Memo on CCO 108S1 from the October 16, 2009 Meeting

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 108 Suppl. No. 1 Contract No. 04 – 0120F4 Road

To: **AMERICAN BRIDGE/FLUOR ENTERPRISES INC A JOINT VENTURE**You are directed to make the following changes from the plans and specifications or do the following for this contract. **NOTE: This change order is not effective until approved.**

Confidential DRAFT
Settlement purposes only
 CCO 108S1 - CCOred Oct15-09.doc

Description of work to be done, estimate of quantities and prices to be paid. (Segregate by account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is used. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

1. Adjustment of Contract Time:

In accordance with Section 8-1.07, "Liquidated Damages", of the Standard Specifications, this supplemental change order provides an additional time extension of 77 working days, extending Project Completion to October 24, 2013. This change order resolves all RFI delays, submittal delays, and delays resulting from the Contract Change Orders (CCO's), as known as of the date of execution of this change order, listed below, in each case associated with fabrication of OBG Lifts 1-11 and the T1 Tower, being performed by Contractor's Structural Steel Fabricator (ZPMC). OBG Lifts 12, 13, and 14 drawing, fabrication, and construction impacts, if any, are specifically excluded from this change order. This change order specifically excludes time requested in Contractor's submittals ABF-SUB-001073, ABF-SUB-001144, and ABF-SUB-001347 for TIA#5, TIA#6, and TIA#7, respectively. This 77-day time extension shall be applied to the current contract completion date for each of the three phases; Phase 1, 2 and 3, as shown in Section 4, "Beginning of Work, Time of Completion and Liquidated Damages", of the Special Provisions. The 77-day time extension will be applied in accordance with Section 10-1.14, "Time Related Overhead", of the Special Provisions. The 77 day extension modifies Phase 1 contract completion date to October 29, 2012; Phase 2 contract completion date to April 27, 2013 and Phase 3 contract completion date to October 24, 2013.

This change order provides a time extension only for impacts to the fabrication of OBG Lifts 1-11 and the T1 Tower, being performed by Contractor's Structural Steel Fabricator (ZPMC), that are associated with the following pending or approved Contract Change Orders:

- CCO 21 – OBG cross beam
- CCO 24 - Traveler Rail Modifications
- CCO 25 S0 and S1 – Hinge "A" joint and Barrier rail
- CCO 26 - Wind Generator Vortex Plates
- CCO 27 - Bearing Block and OBG access at PP 8
- CCO 28 - Handrail Modifications to West Deviation Saddle Access
- CCO 29 – Additional detailing for various RFI's
- CCO 33 – Bike path Brackets
- CCO 34 S1 and S2 – W2 & E2 ISD's
- CCO 36 – Tower Anchorage Base Plate
- CCO 38 S0 – Crossbeam Kink and tower Splice Revisions (detailing)
- CCO 38 S1 - Crossbeam Kink and tower Splice Revisions
- CCO 41- Pad Eye Modifications
- CCO 48 - Tower Strut Façade
- CCO 50 - Hinge A reactions Shear Plates
- CCO 54 S1 (RFCO 49) Differing site condition Foundation A1
- CCO 58 – Shipping Check Samples
- CCO 62 – Tower doubler plate and Splice corner details
- CCO 63 – Tower internal Shaft
- CCO 64 – Tower Strut Façades and Cross Bracing
- CCO 65 - Tower Access
- CCO 66 – Caulking
- CCO 68 – Tower Penetrations
- CCO 76 – Hinge K Seismic Joint
- CCO 78 – Forging Bearing Blocks at E2
- CCO 89 S0 - Deck Panel Acceptance Criteria (Fabrication impacts limited to OBG Lifts 1-11)
- CCO 89 S1 - Tack Weld Repair (Fabrication impacts limited to OBG Lifts 1-11)
- CCO 91 S0 and S1 - Additional NDT (Fabrication impacts limited to OBG Lifts 1-11)
- CCO 95 - Additional Detailing includes (RFCO 27, and RFCO 34)
- CCO 97 - S wire
- CCO 101 – Temporary T1 Tower stiffeners
- CCO 103 - Box Girder Axial Camber
- CCO 105 - Tower Fit Lugs
- CCO 117 – Crossbeams and OBG bolted connections

2. Increase in Bid Item at Item Price:

Time associated with Contract Bid Item 5, Time Related Overhead, will be increased by an additional 77 days. CCO 108 S0 previously provided an increase in time of 120 days. Payment for the previously agreed upon increase of 120 days and the additional 77 days provided by this CCO 108 S1 will be included in this supplemental change order as an increase in quantity of time with a commensurate increase in the Bid Item.

Increase in Bid Item at Item Price (197 x \$86,000/day= \$16,942,000.00) \$16,942,000.00

Amounts due Contractor for this Bid Item are separate and distinct from the advanced payment of \$21,200,000.00 previously paid to Contractor more fully described below and which are yet to be fully quantified.

3. Compensation of Direct Costs associated with the above CCOs.

Item 2 in CCO 108 S0

Quantification of the direct costs of the above CCOs will be included in those specific change orders. Total cost of these specific changes will be reconciled with the advanced payment made in CCO 108 S0 through a future supplement to CCO 108.

4. Compensation of Indirect Costs for 197 day time extension and reconciliation of Item 3 CCO 108 S0

Item 3 in CCO 108 S0 is deleted in its entirety and replaced with the following:

Item 3 – Compensation of indirect cost associated with 197 days of project delay

It is recognized that certain RFIs and acts by the Department have contributed to delayed fabrication at the Steel Fabricator. This item represents an advanced payment to compensate the Contractor and Steel Fabricator for an estimated portion of the indirect cost for 197 days of indirect impacts to fabrication and the overall project (meaning in this context the additional overhead and shop space costs caused by delay). The full and final amount of such indirect costs will be included in a supplemental CCO.

The parties agree that compensation under this item shall comprise Contractor's indirect cost, associated with 197 days of project delay to the extent not included in Contractor's TRO.

Quantification of indirect costs, other than TRO, have not been fully assessed by the parties and will be included in future supplements with the adjustment of compensation at Lump Sum of \$21,200,000.00.

5. Waiver of Liquidated Damages and reconciliation of Item 4 in CCO 108 S0.

In the event Liquidated Damages (LD) are assessed, both parties agree that the first 90 days of LD will be waived for Phases 1, 2 and 3 completion milestones. In the event that future increases in time exceeds 90 days in accordance with Bid Item 5, "Time Related Overhead" of the Special Provisions and Section 8-1.07, "Liquidated Damages" of the Standard Specifications, the relief of LD will be rescinded and actual payments for time and impacts will be compensated under separate change orders. The 90 day LD waiver will be adjusted downward for every day of time extension granted after the execution of CCO 108 S1 in relation to the Phase(s) to which such extension applies.

Estimated Cost: Increase ☒ Decrease ☐ \$XXXXXX.00

By reason of this order the time of completion will be adjusted as follows: 197 working days

Submitted by

Signature	Resident Engineer	Gary Pursell, Sup.T.E.	Date
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Approval Recommended by

Signature	Supervising Bridge Engineer	Richard Morrow, Sup.B.E.	Date
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Engineer Approval by

Signature	Principal Transportation Engineer	Peter Siegenthaler, Prin.T.E.	Date
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We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date
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Confidential DRAFT
Settlement purposes only
CCO 108S1 - CCO red Oct15-09.doc

CONTRACT CHANGE ORDER MEMORANDUM

DC-CEM-4903 (OLD HC-39 REV. 6/93) CT# 7541-3544-0

DATE 11/1/2009

TO Peter Siegenthaler, Principle Bridge Engineer		FILE 04-0120F4 04-SF-80-13.2/13.9	
FROM Gary Pursell, Sup. T.E., Resident Engineer			
CCO NO. 108	SUPPLEMENT NO. 1	CATEGORY CODE	CONTINGENCY BALANCE (including this change)
\$ 16,942,000.00		INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>	HEADQUARTERS APPROVAL REQUIRED? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
SUPPLEMENTAL FUNDS PROVIDED \$		IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	

THIS CHANGE ORDER PROVIDES FOR:

This supplemental change order (CCO 108s1) provides an additional 77 working day contract extension and resolves all time resulting from delay to permanent steel fabrication through May 20, 2009, and time associated with the CCOs listed in Appendix A of CCO 108 S0.

CCO 108 S0 and 108 S1 will provide ABF with a total of time extension of 197 days (6.5 months) and the new contract completion date will be October 24, 2013.

Background of Fabrication Delays at ZPMC

It is recognized that certain Change Orders, RFIs and other acts by the Department have contributed to fabrication delays at ZPMC facility in China. In January 2008, the project began to fall behind schedule due to delays in completion of the tower mock-ups and OBG fabrication. The tower mock-ups were the controlling operation through 2008. All three tower mock-ups were eventually accepted by January 7, 2009. After successful completion of the tower mock-ups, the controlling operation was T1 Tower fabrication, although OBG fabrication was near critical.

ABF's May 2009 CPM schedule showed a project delay of 292 days (10 months) beyond the contract completion date. The Department acknowledges responsibility for 2 months compensable time due to T1 Tower fabrication impacts and 4 months compensable time due to OBG fabrication impacts. But for the Departments disruptions to the tower mock-ups, discussed below, Tower fabrication would have been completed 2 months earlier and the OBG fabrication would have been the controlling operation.

The total time extension of 197 days (6.5 months) provided in CCO 108 S0 and 108 S1 was due to delays in T1 Tower and OBG fabrication as described in the following two sections. The Department has acknowledged responsibility for 197 days of delay between May 2006 and May 2009.

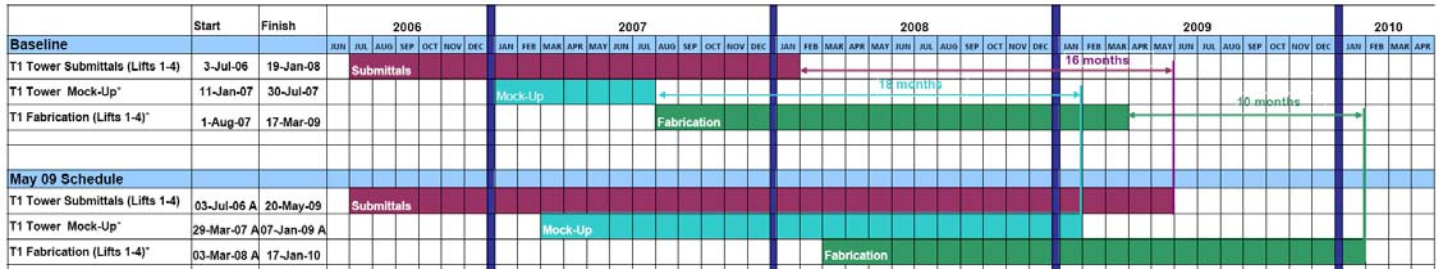
T1 Tower Fabrication**Time Adjustment- 77 days Compensable**

The controlling operation during 2008 was the completion of Tower mock-ups. The contract requires that all three mock-ups (77M- Tower Diaphragm Type 3B, 89M-Tower Section, and 114M- Lift Erection Splice) are accepted before fabrication of permanent components can begin. Despite this requirement and to mitigate delays, the Department allowed certain aspects of tower fabrication to proceed as early as November 2007 (15 months prior to mock-up acceptance). It was realized in February 2008 that there were fabrication issues with regards to the tower fit-lug welds in the 77m and 89m Tower mock-ups. The fit lugs connect diaphragms to skin plates inside the tower. The fabricator encountered problems obtaining a consistent weld quality because the fit lugs are welded in a highly restrained weldment.

A change order (CCO 105) allowing modifications to the fit lug details was issued in May 2009. The fabricator had already begun fit-lug production per the contract plans for Lifts 1 and 2 when the CCO was eventually issued.

Completion of the Tower Mock-ups took approximately 23 months, 16 months beyond the planned 7 month duration. The Department has acknowledged responsibility for 77 days (mid October 2008- December 2008) of these delays. This compensable time extension is in recognition of time the Department has spent resolving welding details associated with the Tower mock-ups, including the fit lug welds and time spent resolving RFIs associated with T1 tower shop drawings and other welding issues. Figure 1 illustrates the extended durations of the Tower Mock-up operations.

Figure 1: Tower Fabrication Baseline Sched Vs. May 2009 Schedule



OBG Fabrication

Time Adjustment- 120 days Compensable

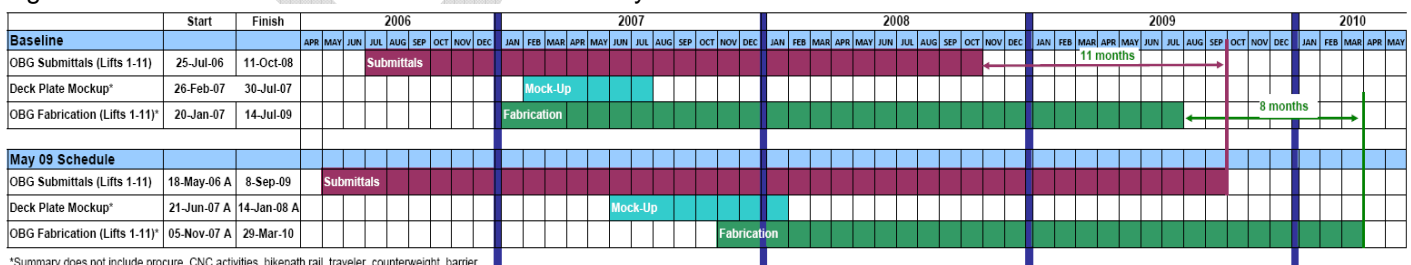
OBG fabrication was impeded by several Department actions including shop drawing delays, changes in approved drawings during fabrication, Contract Change Orders, and additional QA inspection delays. Deck panel fabrication began in February 2008 but was soon halted because weld monitoring tests (WMT) were not being performed as prescribed in the contract. The Contract requires that a WMT is performed and accepted before a welder is allowed to work on production panels. Therefore; ZPMC was producing panels that were subject to rejection. ABF and ZPMC claimed that the WMT acceptance criteria were subjective and unclear. The Department issued CCO 89S0 to provide clarification and specific measurable standards for the acceptance criteria (see CCO 89S0 below).

In April 2008 cracks in the closed rib tack welds were identified. The Department and ABF worked diligently to identify the cause and determine an appropriate remedial action, if necessary. An investigation was performed by the Department's weld specialist, Dr. John Fisher, and determined that tack weld cracking is not detrimental provided the weld penetration achieved the design required 80% minimum. The Department determined that if discontinuities were identified in the completed weld, phased array testing. The new Phased Array Ultrasonic Testing (PAUT) technology is not a recognized form of NDT per AWS D1.5 code but will be used to verify that the 80% weld penetration criteria is satisfied, otherwise, the weld is rejected and will require repair. Time associated with disruptions associated with additional testing criteria was deferred (See CCO 89S1, CCO 91S0 and CCO 91S1). CCO 108S1 resolves the time portions of these change orders.

The Department also directed ABF to perform 100% MT on the tack welds after the panel is on the jig and before the root pass is welded (See CCO 91S0 and S1). As of October 13, 2008 segments in the segment assembly stage of fabrication were waiting for deck panels. Deck super panels were placed on top of the deck segments with the ribs facing up so that cracks in the tack welds could be repaired. As of October 30, 2008, 429 deck panels were fabricated and approximately 70 completed PAUT testing and repair. PAUT testing and repair of deck panels impacted segment assembly operations. The back log of deck panels requiring PAUT testing created a storage problem so production of new deck panels decreased and ABF focused on working with the Department to get existing deck panels accepted and into the segment assembly stage of production.

OBG fabrication was also impacted by the Contractor's own issues including late start up of fabrication facilities, unrealized production rates and weld repairs. As shown in Figure 2, the overall delay to OBG fabrication is approximately eight (8) months. The Department acknowledges responsibility for approximately four (4) months of OBG fabrication delays associated with the above issues.

Figure 2: OBG Fabrication Baseline Schedule Vs. May 2009 Schedule



*Summary does not include procure, CNC activities, bikepath rail, traveler, counterweight, barrier

Change Orders Impacting Initial OBG Fabrication

The following is a description of the main change orders that impacted OBG fabrication:

CCO 38S1- Crossbeam Kink

The two parallel Orthotropic Box Girders (OBG) are connected along their length by 19 crossbeams. The crossbeams themselves are full depth orthotropic box beams that serve to tie the two OBG together as a structural unit. Details of the connections between the two OBG and the crossbeam provided in the contract plans depict them as parallel structures with co-planer OBG decks. However, due to differences in superelevation and profile grades between the two OBG, the crossbeams connecting the OBG's cannot be level. These crossbeams must be "kinked" and/or "twisted" in order for all components to connect at the proper grade and superelevation.

In October 2006, the Contractor was directed to relocate the kink to the edge of the OBG deck on top and back to the nearest floor beam stiffener on the bottom, producing an offset in the kink from top to bottom. The Department altered the design of the crossbeam again in February 2007. The kinks in the crossbeams were located at the stiffeners within the crossbeams closest to the splice, near the location originally proposed by the Contractor. The west end crossbeams and all related drawings were re-detailed for a third time.

CCO 89S0- Deck Panel Acceptance Criteria

The current Special Provisions account for weld consistency, in part, by requiring that a test section of the U-rib weld be prepared at the beginning of each shift, referred to as a Weld Monitoring Test (WMT). The WMT must show a "quality similar to those originally developed" (in the weld trials and mock ups). However, as welding operations began, the weld quality demonstrated during the weld trials, mockups, and early WMT's was found to be inconsistent, and it became evident the definition of "quality similar to those originally develop" was difficult to define, subjective, and impractical to apply as acceptance criteria to WMT's, and hence production panels. Therefore CCO 89 S0 was issued to provide clear and specific acceptance criteria for WMTs and hence production panels, rather than referring to "quality originally developed." The clear and specific acceptance criteria provided positive assurance that the weld quality criteria contained in the contract documents is actually achieved in the completed production U-rib panels. Length and width of WMTs, as specified in the contract, do not allow consistency to be established. For example, 3 ribs vs. 5 ribs, longitudinal and transverse camber on a small plate is not the same as a production panel.

CCO 89S1- Additional Tack Weld Repair

Non-destructive testing (NDT) indicated some tack welds which connect the U-rib to the deck panel developed cracks prior to being incorporated into the final weld. Additional NDT testing of the final weld revealed some tack weld cracks were not being consumed during production welding as shown in the approved WPS. This condition does not meet the requirements of the Special Provisions and must be remedied. A thorough investigation by the Department included input from a number of welding specialists, a fatigue and fracture analysis engineer and the project's Seismic Safety Peer Review Panel (SSPRP). The investigation determined that tack weld cracking is not detrimental provided an approved repair procedure achieves the design required 80% minimum depth of penetration without defects. CCO 89S1 was issued to provide an alternative acceptance criteria for the repair of cracks found in some tack welds incorporated into the final U-rib deck panel welds.

CCO 91S0 and S1- Additional NDT

After reviewing the contract records, it was determined that a higher amount of Non-Destructive Testing (NDT) testing on the OBG and T1 Tower sections was required than originally anticipated. Additional NDT work included, but is not limited to the following:

- Performing Magnetic Particle Testing (MT) on the U-rib tack welds
- Procuring additional steel panels to perform NDT on the tack welds to assure they are not cracked prior to final welding
- Providing ultrasonic and phased array testing on the deck panels

Increase in Bid Item at Item Price

Time Related Overhead Bid Item 5 will be increased by 197 working days (120 + 77)

Increase in Bid Item at item price (197 x \$86,000/day= \$16,942,000.00)

Previously CCO 108S0 provided a lump sum compensation for 120 days. This change order corrected the method of payment for this item of work.

This adjustment of compensation at item price will be financed from the contingency fund.

This change order received concurrences from Peter Siegenthaler (Principal Construction Engineer), Ken Terpstra (Project Manager), and Jon Tapping (Division of Construction Coordinator). Maintenance concurrence is not required for this change.

This change order requires Headquarters and TBPOC approval.

CONCURRED BY:		ESTIMATE OF COST	
STRUCTURE REPRESENTATIVE	DATE	THIS REQUEST	TOTAL TO DATE
SR. BRIDGE ENGINEER	DATE	ITEMS	
FHWA REPRESENTATIVE			
PROJECT ENGINEER Ken Terpstra			
OTHER (SPECIFY)	DATE		
		FEDERAL PARTICIPATION	
		<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING	
		FEDERAL SEGREGATION (IF MORE THAN ONE FUNDING SOURCE OR P.I.P. TYPE)	
		<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS	
DISTRICT PRIOR APPROVAL BY	DATE	FEDERAL FUNDING SOURCE	PERCENT
HQ (ISSUE & APPROVE) (TO PROCEED) BY	DATE		
RESIDENT ENGINEER SIGNATURE	DATE		

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** October 8, 2009

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 6a2

Item- San Francisco-Oakland Bay Bridge Updates
SAS Project – Status of CCO 108 Settlement Negotiations -
Fabrication Issues Related to OBG Lifts 1-11 and T1 Tower

Recommendation:

APPROVAL

Cost:

\$15,480,000.00

Schedule Impacts:

60 additional days (120 days previously approved)

Discussion:

Conceptual approval is requested from the TBPOC to continue negotiations and finalize CCO 108 as proposed. Proposed CCO 108 S1 (attached) provides a contract time extension of 60 days (in addition to 120 days provided under CCO 108) to settle time delay claims through May 20, 2009, except for potential time delays associated with the East End OBG. The Contractor is currently reviewing the proposed 60-day time adjustment settlement provided under proposed CCO 108 S1. It is anticipated that eventual settlement will be between 60 and 90 days.

History

The TBPOC earlier approved CCO 108 to provide a time extension and impact costs resulting from contract change orders, Contractor requests for information (RFIs), and other acts by the Department which have contributed to fabrication delays of OBG lifts 1-11 and T1 Tower at ZPMC facility in China. CCO 108 provided an estimated 120 day time extension and estimated \$45 million in compensation for acceleration incentives (\$13M), estimated direct costs of change orders (\$10.8M) and estimated 4 months of impacts (\$21.2M). The parties have been working to close out the estimated payment and time extension for shipping and project delays associated with OBG lifts 1-11 and the T1 Tower.

Negotiation Status

The Contractor's schedule indicates that the project was extended approximately 10 months through May 2009. The Contractor has claimed that the entire 10 months of delay is the Department responsibility due to excessive RFIs, submittal revisions, untimely contract change orders, and other acts of the Engineer. After extensive negotiations and analysis by both parties, the Contractor offered a compromise time settlement of seven months in addition to three months relief of liquidated damages, should they potentially be incurred. The Department's review has determined the delay exposure to be 180 days (six months), primarily as a result of exposure related to extended submittal review process, additional testing and contract change orders issue after fabrication has started. The proposal set forth in CCO 108 S1 provides a time extension for 180 days (60 additional days + 120 days previously granted) in addition to relief of liquidated damages, should they potentially be incurred, for 90 days. The Contractor is currently reviewing the CCO 108 S1 proposal to resolve the time portion of CCO 108 – currently the parties are one month apart in settlement negotiations.

Exposure

This supplemental CCO provides closure to liabilities estimated in CCO 108 which have extended fabrication time and shipment of OBG lifts 1-11 and T1 Tower.

This change order resolves all CCO Appendix A protests with respect to time. However, the majority of these change orders are directly related to ZPMC fabrication operations. The shop rates for ZPMC continue to be under review. As soon as these rates are finalized and agreed to, the direct costs of the CCOs listed in Appendix A will be paid and closed out. The contractor estimated \$19.9 million in direct costs for which \$10.8 million have been allocated in CCO 108.

Furthermore, indirect impacts resulting from the time extension settlement provided under CCO 108 S1 including labor and equipment impacts both in China and at the bridge site still needs to be negotiated. The impact costs currently being prepared by both parties range from \$40 million to \$75 million. However, CCO 108 provided an advance payment of \$21.2 million. Negotiations are expected to begin after the quantification of time is resolved as proposed under CCO 108 S1.

Timely execution of this supplemental CCO will also provide a frame work for future delays associated with the East End OBG shop drawing issues. Without the closure of the liabilities related to OBG lifts 1 to 11, resolution of the East End delays will be considerably more challenging and time consuming. Moreover,

Memorandum

should settlement not be achieved at this time, the contractor's position will be that the Department is responsible for the full 10 months delay and associated costs.

This supplemental CCO only resolves time associated with past issues and does not include the *following*:

- Compensation of direct costs of CCO's listed in Appendix A that may exceed \$10.8 million.
- Compensation of indirect costs that may exceed \$21.2 million.
- Time for current shipment delays associated with welding repairs after May 20, 2009. Merit of these issues has not been assessed at this time.
- Time adjustment for East End OBG and East End fabrication impacts.

This CCO can be funded from current contract contingency. The costs related to this proposed CCO, in addition to estimated costs above, are within the range of risk management costs anticipated in the approved 2nd Quarter 2009 Risk Management Report.

TBPOC approval is requested to continue negotiations necessary to resolve both time and impact costs associated with OBG Lifts 1-11 and T1 tower through May 20, 2009. The Contractor is currently reviewing the proposed 60-day time adjustment settlement provided under CCO 108 S1. It is anticipated that eventual settlement will be between 60 and 90 days.

Attachment(s):

1. CCO 108, S1
2. CCO 108, S1 Memorandum

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 108 Suppl. No. 1 Contract No. 04 – 0120F4 Road

To: **AMERICAN BRIDGE/FLUOR ENTERPRISES INC A JOINT VENTURE**You are directed to make the following changes from the plans and specifications or do the following for this contract. **NOTE: This change order is not effective until approved.**

Confidential DRAFT
Settlement purposes only
 CCO 108S1 - CCO v07 Oct8-09.doc

Description of work to be done, estimate of quantities and prices to be paid. (Segregate by account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is used. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Adjustment of Contract Time:

In accordance with Section 8-1.07, "Liquidated Damages", of the Standard Specifications, this supplemental change order provides an additional time extension of 60 working days, extending Project Completion to October 7, 2013. This change order resolves all known RFI and submittal delays, all project delays and all steel delivery impacts associated with of OBG Lifts 1-11 and the T1 Tower through May 20, 2009. OBG Lifts 12, 13, and 14 drawing, fabrication, and construction impacts, if any, are specifically excluded from this change order except to the extent of the extra work acknowledged in specific change orders below. This change order specifically excludes time requested in ABF's submittals ABF-SUB-001073, ABF-SUB-001144, and ABF-SUB-1347 for TIA#5, TIA#6, and TIA#7, respectively.

This 60-day time extension shall be applied to the current contract completion date for each of the three phases; Phase 1, 2 and 3, as shown in Section 4, "Beginning of Work, Time of Completion and Liquidated Damages", of the Special Provisions. The 60-day compensable time extension will be applied after expiration of the number of working days measured for payment, for time related to overhead, in accordance with Section 10-1.14, "Time Related Overhead", of the Special Provisions.

This change order fully resolves all protests (with respect to time) and provides a time extension for the work associated with the following change orders (including pending and executed change orders):

Pending Change Orders:

CCO 24 - Traveler Rail Modifications
 CCO 25 S0 and S1 – Hinge "A" joint and Barrier rail
 CCO 26 - Wind Generator Vortex Plates
 CCO 27 - Bearing Block and OBG access at PP 8
 CCO 28 - Handrail Modifications to West Deviation Saddle Access
 CCO 31 – Mechanical Modifications
 CCO 33 – Bike path Brackets
 CCO 34 S1 and S2 – W2 & E2 ISD's
 CCO 36 – Tower Anchorage Base Plate
 CCO 38 S1 - Crossbeam Kink and tower Splice Revisions
 CCO 41- Pad Eye Modifications
 CCO 42 S0 and S1 – Electrical and Cable Tray Modifications
 CCO 44 - Barrier Modifications
 CCO 48 - Tower Strut Façade
 CCO 53 - Grinding OBG Deck Plates
 CCO 54 S1 (RFCO 49) Differing site condition Foundation A1
 CCO 55 - Service Platforms
 CCO 59 – Additional OBG penetrations
 CCO 62 – Tower doubler plate and Splice corner details
 CCO 63 – Tower internal Shaft
 CCO 64 – Tower Strut Façades and Cross Bracing
 CCO 65 - Tower Access
 CCO 66 – Caulking
 CCO 68 – Tower Penetrations
 CCO 76 – Hinge K Seismic Joint
 CCO 78 – Forging Bearing Blocks at E2
 CCO 91 S0 and S1 - Additional NDT
 CCO 92 – RFI 1422 castability of east saddle (RFCO 36)
 CCO 93 - Tower Head details
 CCO 95 - Additional Detailing includes (RFCO 27, and RFCO 34)
 CCO 99 - Bike Path Details
 CCO 101 – Temporary T1 Tower stiffeners
 CCO 103 - Box Girder Axial Camber
 CCO 104 - Suspender Brackets

CCO 115 - Dacrement Coating
CCO 117 – Crossbeams and OBG bolted connections
CCO 126 - OBG and Cable interference at PP 112 (NOPC#5) (Excluding Field installation)

Executed Change Orders with Deferred time:

CCO 21 – OBG cross beam(OBG lifts 1-11 only and tower splice revisions.
CCO 50 - Hinge A reactions Shear Plates
CCO 56 - Suspender Loads
CCO 58 – Shipping Check Samples (CCO subsequently signed since CCO 108)
CCO 91 S0 and S1 - Additional NDT
CCO 97 - S wire
CCO 105 - Tower Fit Lugs

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Settlement purposes only
CCO 108S1 - CCO v07 Oct8-09.doc

Unilaterally Executed Change Orders:

CCO 29 – Additional detailing for various RFI's
CCO 38 S0 – Crossbeam Kink and tower Splice Revisions (detailing)
CCO 89 S0 - Deck Panel Acceptance Criteria
CCO 89 S1 - Tack Weld Repair

Merit for the following NOPC's and RFCO's listed in Appendix A of CCO 108 S0 has not been determined at this time. However, the Contractor agrees that there will be no additional time associated with these issues. NOPC #11 (RFCO 33), RFCO 25, RFCO 31, RFCO 40, RFCO 48, and RFCO 51.

Increase in Bid Item at Item Price:

Time associated with Contract Bid Item 5, Time Related Overhead, will be increased by an additional 60 days. CCO 108 S0 previously provided an increase in time of 120 days. Payment for these 120 days and the additional 60 days will be included in this supplemental change order as an increase in quantity of time.

Increase in Bid Item at Item Price (180 x \$86,000/day= \$15,480,000.) \$15,480,000.00

Compensation of Direct Costs associated with the above pending CCO's.

Quantification of the direct costs of the above pending CCO's will be included in those specific change orders. Total cost of these specific changes will be reconciled with the advanced payment made in CCO 108 S0 through a future supplement to CCO 108.

Compensation of Indirect Costs for 180 day time extension and reconciliation of Item 3 CCO 108 S0

Item 3 in CCO 108 S0 is amended to read:

"Item 3 – Compensation of indirect cost associated with 180 days of project delay"

"It is recognized that certain RFIs and acts by the Department have contributed to delayed fabrication at the Steel Fabricator. This item represents an advanced payment to compensate the Contractor and Steel Fabricator for an estimated portion of the indirect cost for 180 days of indirect impacts to fabrication and the overall project (meaning in this context the additional overhead and shop space costs caused by delay). The full and final amount of such indirect costs will be included in a supplemental CCO."

Compensation of Contract Bid Item 5, Time Related Overhead, associated with the original 120 day extension is addressed in the Increase in Bid Item at Item Price listed above.

Quantification of any indirect costs have not been fully assessed by the parties at this time and will be included in future supplements less the adjustment of compensation at Lump Sum of \$21,200,000.00 previously provided in CCO 108 S0.

Waiver of Liquidated Damages and reconciliation of Item 4 in CCO 108 S0.

It is agreed by both parties that payment of Liquidated Damages for 90 days of delay will be waived. In the event that future increases in time exceeds 90 days in accordance with Bid Item 5, "Time Related Overhead" of the Special Provisions and Section 8-1.07, "Liquidated Damages" of the Standard Specifications, the relief of Liquidated Damages will be rescinded and actual payments for time and impacts will be compensated under separate change orders. The Relief of Liquidated Damages will be prorated accordingly if future extensions of contract time are less than 90 days.

Estimated Cost: Increase ☒ Decrease ☐ \$15,480,000.00

By reason of this order the time of completion will be adjusted as follows: 60 working days

Submitted by

Signature	Resident Engineer	Gary Pursell, Sup.T.E.	Date
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Approval Recommended by

Signature	Supervising Bridge Engineer	Richard Morrow, Sup.B.E.	Date
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Engineer Approval by

Signature	Principal Transportation Engineer	Peter Siegenthaler, Prin.T.E.	Date
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We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date
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Confidential DRAFT
Settlement purposes only
CCO 108S1 - CCO v07 Oct8-09.doc

CONTRACT CHANGE ORDER MEMORANDUM

DC-CEM-4903 (OLD HC-39 REV. 6/93) CT# 7541-3544-0

DATE

TO Peter Siegenthaler, Principle Bridge Engineer		FILE 04-0120F4	
FROM Gary Pursell, Sup. T.E., Resident Engineer		04-SF-80-13.2/13.9	
CCO NO. 108	SUPPLEMENT NO. 1	CATEGORY CODE	CONTINGENCY BALANCE (including this change)
\$ 5,160,000.00		INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>	HEADQUARTERS APPROVAL REQUIRED? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
SUPPLEMENTAL FUNDS PROVIDED \$		IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	

THIS CHANGE ORDER PROVIDES FOR:

This supplemental change order (CCO 108s1) provides an additional 60 working day contract extension and resolves all time resulting from delay to permanent steel fabrication through May 20, 2009, and time associated with the CCOs listed in Appendix A of CCO 108 S0.

CCO 108 S0 and 108 S1 will provide ABF with a total of time extension of 180 days (6 months) and the new contract completion date will be October 7, 2013.

Background of Fabrication Delays at ZPMC

It is recognized that certain Change Orders, RFIs and other acts by the Department have contributed to fabrication delays at ZPMC facility in China. In January 2008, the project began to fall behind schedule due to delays in completion of the tower mock-ups and OBG fabrication. The tower mock-ups were the controlling operation through 2008. All three tower mock-ups were eventually accepted by January 7, 2009. After successful completion of the tower mock-ups, the controlling operation was T1 Tower fabrication, although OBG fabrication was near critical.

ABF's May 2009 CPM schedule showed a project delay of 292 days (10 months) beyond the contract completion date. The Department acknowledges responsibility for 2 months compensable time due to T1 Tower fabrication impacts and 4 months compensable time due to OBG fabrication impacts. But for the Departments disruptions to the tower mock-ups, discussed below, Tower fabrication would have been completed 2 months earlier and the OBG fabrication would have been the controlling operation.

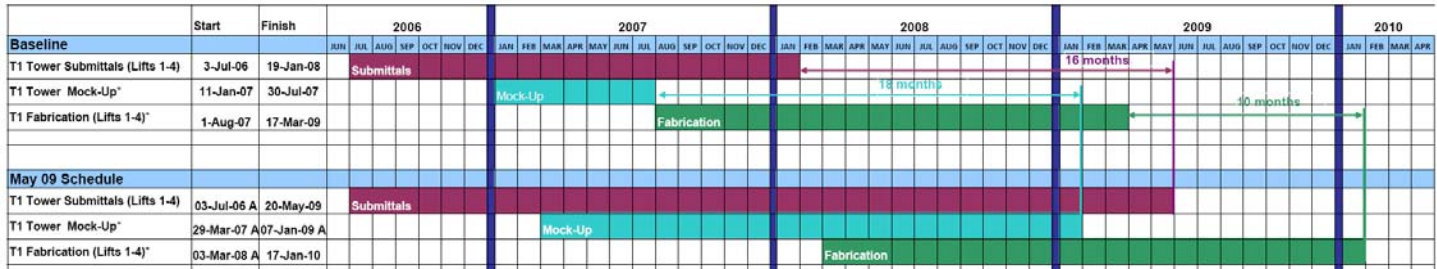
The total time extension of 180 days (6 months) provided in CCO 108 S0 and 108 S1 was due to delays in T1 Tower and OBG fabrication as described in the following two sections. The Department has acknowledged responsibility for 180 days of delay between May 2006 and May 2009.

T1 Tower Fabrication**Time Adjustment- 2 months Compensable**

The controlling operation during 2008 was the completion of Tower mock-ups. The contract requires that all three mock-ups (77M- Tower Diaphragm Type 3B, 89M-Tower Section, and 114M- Lift Erection Splice) are accepted before fabrication of permanent components can begin. Despite this requirement and to mitigate delays, the Department allowed certain aspects of tower fabrication to proceed as early as November 2007 (15 months prior to mock-up acceptance). It was realized in February 2008 that there were fabrication issues with regards to the tower fit-lug welds in the 77m and 89m Tower mock-ups. The fit lugs connect diaphragms to skin plates inside the tower. The fabricator encountered problems obtaining a consistent weld quality because the fit lugs are welded in a highly restrained weldment.

A change order (CCO 105) allowing modifications to the fit lug details was issued in May 2009. The fabricator had already begun fit-lug production per the contract plans for Lifts 1 and 2 when the CCO was eventually issued. Completion of the Tower Mock-ups took approximately 23 months, 16 months beyond the planned 7 month duration. The Department has acknowledged responsibility for approximately 2 months (November 2008-December 2008) of these delays. This compensable time extension is in recognition of time the Department has spent resolving welding details associated with the Tower mock-ups, including the fit lug welds and time spent resolving RFIs associated with T1 tower shop drawings and other welding issues. Figure 1 illustrates the extended durations of the Tower Mock-up operations.

Figure 1: Tower Fabrication Baseline Sched Vs. May 2009 Schedule



OBG Fabrication

Time Adjustment- 4 months Compensable

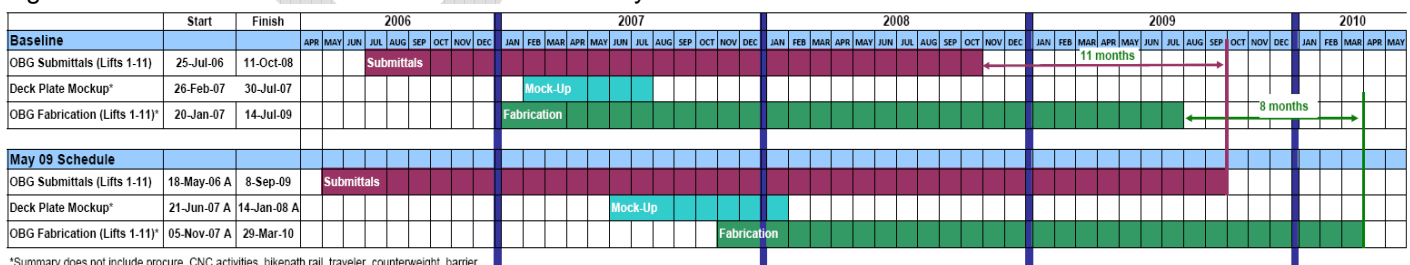
OBG fabrication was impeded by several Department actions including shop drawing delays, changes in approved drawings during fabrication, Contract Change Orders, and additional QA inspection delays. Deck panel fabrication began in February 2008 but was soon halted because weld monitoring tests (WMT) were not being performed as prescribed in the contract. The Contract requires that a WMT is performed and accepted before a welder is allowed to work on production panels. Therefore; ZPMC was producing panels that were subject to rejection. ABF and ZPMC claimed that the WMT acceptance criteria were subjective and unclear. The Department issued CCO 89S0 to provide clarification and specific measurable standards for the acceptance criteria (see CCO 89S0 below).

In April 2008 cracks in the closed rib tack welds were identified. The Department and ABF worked diligently to identify the cause and determine an appropriate remedial action, if necessary. An investigation was performed by the Department's weld specialist, Dr. John Fisher, and determined that tack weld cracking is not detrimental provided the weld penetration achieved the design required 80% minimum. The Department determined that if discontinuities were identified in the completed weld, phased array testing. The new Phased Array Ultrasonic Testing (PAUT) technology is not a recognized form of NDT per AWS D1.5 code but will be used to verify that the 80% weld penetration criteria is satisfied, otherwise, the weld is rejected and will require repair. Time associated with disruptions associated with additional testing criteria was deferred (See CCO 89S1, CCO 91S0 and CCO 91S1). CCO 108S1 resolves the time portions of these change orders.

The Department also directed ABF to perform 100% MT on the tack welds after the panel is on the jig and before the root pass is welded (See CCO 91S0 and S1). As of October 13, 2008 segments in the segment assembly stage of fabrication were waiting for deck panels. Deck super panels were placed on top of the deck segments with the ribs facing up so that cracks in the tack welds could be repaired. As of October 30, 2008, 429 deck panels were fabricated and approximately 70 completed PAUT testing and repair. PAUT testing and repair of deck panels impacted segment assembly operations. The back log of deck panels requiring PAUT testing created a storage problem so production of new deck panels decreased and ABF focused on working with the Department to get existing deck panels accepted and into the segment assembly stage of production.

OBG fabrication was also impacted by the Contractor's own issues including late start up of fabrication facilities, unrealized production rates and weld repairs. As shown in Figure 2, the overall delay to OBG fabrication is approximately eight (8) months. The Department acknowledges responsibility for approximately four (4) months of OBG fabrication delays associated with the above issues.

Figure 2: OBG Fabrication Baseline Schedule Vs. May 2009 Schedule



*Summary does not include procure, CNC activities, bikepath rail, traveler, counterweight, barrier

Change Orders Impacting Initial OBG Fabrication

The following is a description of the main change orders that impacted OBG fabrication:

CCO 38S1- Crossbeam Kink

The two parallel Orthotropic Box Girders (OBG) are connected along their length by 19 crossbeams. The crossbeams themselves are full depth orthotropic box beams that serve to tie the two OBG together as a structural unit. Details of the connections between the two OBG and the crossbeam provided in the contract plans depict them as parallel structures with co-planer OBG decks. However, due to differences in superelevation and profile grades between the two OBG, the crossbeams connecting the OBG's cannot be level. These crossbeams must be "kinked" and/or "twisted" in order for all components to connect at the proper grade and superelevation.

In October 2006, the Contractor was directed to relocate the kink to the edge of the OBG deck on top and back to the nearest floorbeam stiffener on the bottom, producing an offset in the kink from top to bottom. The Department altered the design of the crossbeam again in February 2007. The kinks in the crossbeams were located at the stiffeners within the crossbeams closest to the splice, near the location originally proposed by the Contractor. The west end crossbeams and all related drawings were re-detailed for a third time.

CCO 89S0- Deck Panel Acceptance Criteria

The current Special Provisions account for weld consistency, in part, by requiring that a test section of the U-rib weld be prepared at the beginning of each shift, referred to as a Weld Monitoring Test (WMT). The WMT must show a "quality similar to those originally developed" (in the weld trials and mock ups). However, as welding operations began, the weld quality demonstrated during the weld trials, mockups, and early WMT's was found to be inconsistent, and it became evident the definition of "quality similar to those originally develop" was difficult to define, subjective, and impractical to apply as acceptance criteria to WMT's, and hence production panels. Therefore CCO 89 S0 was issued to provide clear and specific acceptance criteria for WMTs and hence production panels, rather than referring to "quality originally developed." The clear and specific acceptance criteria provided positive assurance that the weld quality criteria contained in the contract documents is actually achieved in the completed production U-rib panels. Length and width of WMTs, as specified in the contract, do not allow consistency to be established. For example, 3 ribs vs. 5 ribs, longitudinal and transverse camber on a small plate is not the same as a production panel.

CCO 89S1- Additional Tack Weld Repair

Non-destructive testing (NDT) indicated some tack welds which connect the U-rib to the deck panel developed cracks prior to being incorporated into the final weld. Additional NDT testing of the final weld revealed some tack weld cracks were not being consumed during production welding as shown in the approved WPS. This condition does not meet the requirements of the Special Provisions and must be remedied. A thorough investigation by the Department included input from a number of welding specialists, a fatigue and fracture analysis engineer and the project's Seismic Safety Peer Review Panel (SSPRP). The investigation determined that tack weld cracking is not detrimental provided an approved repair procedure achieves the design required 80% minimum depth of penetration without defects. CCO 89S1 was issued to provide an alternative acceptance criteria for the repair of cracks found in some tack welds incorporated into the final U-rib deck panel welds.

CCO 91S0 and S1- Additional NDT

After reviewing the contract records, it was determined that a higher amount of Non-Destructive Testing (NDT) testing on the OBG and T1 Tower sections was required than originally anticipated. Additional NDT work included, but is not limited to the following:

- Performing Magnetic Particle Testing (MT) on the U-rib tack welds
- Procuring additional steel panels to perform NDT on the tack welds to assure they are not cracked prior to final welding
- Providing ultrasonic and phased array testing on the deck panels

Increase in Bid Item at Item Price

Time Related Overhead Bid Item 5 will be increased by 180 working days (120 + 60)
Increase in Bid Item at item price (180 x \$86,000/day= \$15,200,000.00)

Previously CCO 108S0 provided a lump sum compensation for 120 days. This change order corrected the method of payment for this item of work.

This adjustment of compensation at item price will be financed from the contingency fund.

This change order received concurrences from Peter Siegenthaler (Principal Construction Engineer), Ken Terpstra (Project Manager), and Jon Tapping (Division of Construction Coordinator). Maintenance concurrence is not required for this change.

This change order requires Headquarters and TBPOC approval.

CONCURRED BY:		ESTIMATE OF COST	
STRUCTURE REPRESENTATIVE	DATE	THIS REQUEST	TOTAL TO DATE
SR. BRIDGE ENGINEER	DATE	ITEMS	
FHWA REPRESENTATIVE	<div>This Section updated by CADb</div>	\$0.00	\$0.00
PROJECT ENGINEER Ken Terpstra			
OTHER (SPECIFY)			
	DATE	FEDERAL PARTICIPATION	
	DATE	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING	
		FEDERAL SEGREGATION (IF MORE THAN ONE FUNDING SOURCE OR P.I.P. TYPE) <input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS	
DISTRICT PRIOR APPROVAL BY	DATE	FEDERAL FUNDING SOURCE	PERCENT
HQ (ISSUE & APPROVE) (TO PROCEED) BY	DATE		
RESIDENT ENGINEER SIGNATURE	DATE		

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 2, 2009

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 2c
San Francisco-Oakland Bay Bridge Updates
Item- Self Anchored Suspension Span - Contract Change Order #123
Supplement 1 – Incentive to Accelerate East End Shop Drawings

Recommendation:
APPROVAL

Cost:
\$4,000,000.00

Schedule Impacts:
To Be Determined

Discussion:

As a follow up to the TBPOC October 16, 2009 meeting, CCO 123-S1 is being resubmitted to the TBPOC for approval. It is anticipated that ABF will provide information previously requested by the TBPOC at the meeting on November 5, 2009.

The following is the information presented at the TBPOC October 16, 2009 meeting:

Pursuant to instructions provided in the last TBPOC meeting, a change order to provide estimated incentive compensation in the order of \$4,000,000 has been drafted. This change order will provide an incentive to the contract to complete the East End Shop Drawings more quickly than currently scheduled. This change order will reduce the exposure in the resolution of issues related to the development of shop drawings for the East End of the Orthotropic Box Girder (OBG); Lifts 13 and 14. Shop drawings for these elements have proved to be more difficult to develop than originally contemplated.

The Department considers this change order a good business decision and recommends approval of this change. This change order is consistent with previous

Memorandum

TBPOC mandates to consider and implement ways to expedite bridge opening. In addition is consistent with the Department's Risk Management Plans.

This change order has been presented to the contractor and all indications are that this change will be signed and executed upon TBPOC approval.

Attachment(s):

Contract Change Order #123-S1

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 123 Suppl. No. 1 Contract No. 04 - 0120F4 Road SF-80-13.2/13.9 FED. AID LOC.:

Deleted: 0

To: AMERICAN BRIDGE/FLUOR ENTERPRISES INC A JOINT VENTURE

You are directed to make the following changes from the plans and specifications or drawings of this contract. **NOTE: This change order is not effective until approved by the Department.****DRAFT****JRT 9-30-09**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate items unless otherwise stated, rates for rental of equipment cover only such time as equipment is used. Percentage shown is the net accumulated increase or decrease from the original quantity.)

Incentive Scheme providing Adjustment of Compensation at Unit Price:

In addition to the \$5,000,000.00 Lump Sum compensation amount provided under Contract Change Order (CCO) No. 123, for the benefit of the project (and thus for the benefit of both the Department and the Contractor) the Department will compensate the Contractor with the following incentives to substantially complete Lifts 13W, 14W, and 14E shop drawings before each of the dates specified herein. For the purpose of this CCO, "substantially complete" shop drawings are defined as drawings or sheets that are either "approved" or "approved as noted" by the Department, and that the Department and the Contractor agree are in an appropriate state to be released to its Structural Steel Fabricator on an approved for fabrication basis. The Department will determine substantial completion in a manner consistent with the review status criteria utilized for Revision-0 Lift 13W, 14W, and 14E submittals and agrees that substantial completion status will not be arbitrarily denied.

The Department will compensate the Contractor with the following incentives to finalize Lift 13W, 14W and 14E Shop Drawings on or before the dates indicated herein. The mechanism described in this CCO by which the Contractor could earn incentive payments is not intended to change the responsibilities of the Department and the Contractor for or in relation to the shop drawings that are the subject of it. Further, the incentive mechanism in this CCO is not intended to have any impact or place any restraint on any entitlement the Contractor has to the direct cost impact of the delay to the final design development and preparation and approval of east end orthotropic box girder working drawings. Except for the payment entitlements set out below, the Contractor is not entitled to any incentive-based payment for achieving substantial completion of shop drawings within the time frames set out below.

For each **Lift 13W** shop drawing submitted prior to 5:00 pm (PST) on (date to be confirmed) that is subsequently determined to be "Approved" or "Approved as Noted" by the Engineer and agreed to be substantially complete, the Contractor will receive incentive compensation of \$ 650 per shop drawing sheet, not to exceed \$ 1,000,000.

The estimated Adjustment of Compensation at Unit Price.....\$ 1,000,000.00

For each **Lift 14E** shop drawing submitted prior to 5:00 pm (PST) on (date to be confirmed) that is subsequently determined to be "Approved" or "Approved as Noted" by the Engineer and agreed to be substantially complete the Contractor will receive incentive compensation of \$ 1,250 per shop drawing sheet, not to exceed \$ 1,000,000.

The estimated Adjustment of Compensation at Unit Price.....\$ 1,000,000.00

For each **Lift 14W** shop drawing submitted prior to 5:00 pm (PST) on (date to be confirmed) that is subsequently determined to be "Approved" or "Approved as Noted" by the Engineer, and agreed to be substantially complete, the Contractor will receive incentive compensation of \$ 1,250 per shop drawing sheet, not to exceed \$ 1,000,000.

The estimated Adjustment of Compensation at Unit Price.....\$ 1,000,000.00

If ninety-five per cent (95%) of the shop drawings for **Lifts 13W, and 14 (E and W)** that are not substantially complete by the dates set out above are agreed to be substantially complete before (date to be confirmed), the Contractor will be paid a lump sum of \$1,000,000.00.

The estimated Adjustment of Compensation at Unit Price.....\$ 1,000,000.00

Total Estimated Cost of this Change Order\$4,000,000.00

CCO: 123 Suppl. No. 1 Contract No. 04 – 0120F4 Road SF-80-13.2/13.9 FED. AID LOC.: Deleted: 0

Estimated Cost: Increase ☒ Decrease ☐

By reason of this order the time of completion will be adjusted as follows: Time Deferred

Submitted by

Signature

Resident Engineer

Gary Pursell, Sup.T.E.

Date

Approval Recommended by

Signature

Supervising Bridge Engineer

Richard Morrow, Sup.T.E.

Date

Engineer Approval by

Signature

Principal Transportation Engineer

Peter Siegenthaler, Prin.T.E.

Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature

(Print name and title)

Date

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 2, 2009

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 3a
Consent Calendar
Item- TBPOC September 18, 2009 Conference Call Minutes

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the September 18, 2009 Conference Call Minutes.

Attachment(s):
September 18, 2009 Conference Call Minutes



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

CONFERENCE CALL MINUTES

September 18, 2009, 4:00 PM – 5:00 PM

Attendees: TBPOC Members: Steve Heminger, Randy Iwasaki, and Bimla Rhinehart
PMT Members: Tony Anziano, Andy Fremier, and Stephen Maller
Participants: Michele DiFrancia, Beatriz Lacson, Rick Land, Peter Lee, Brian Maroney, Rod McMillan, Dina Noel, Bijan Sartipi, Jon Tapping, Chris Traina, Pat Treacy, and Jason Weinstein

Convened: 4:04 PM

Items		Action
1. DUMBARTON / ANTIOCH BRIDGES		
a. Cost Update		
• Mo Pazooki and Jason Weinstein provided an update on the environmental permits, cost estimates, schedule, legislation status and design team progress on each bridge project, since status was last reported to the TBPOC in July 2009.		
○ AB 1175, which provides for the addition of seismic safety improvement projects on the Dumbarton and Antioch Bridges to the TBSRP, is awaiting action by the Governor. The bill will become law effective January 1, 2010, if signed by the Governor or, no action is taken by October 11, 2009.		
○ With environmental permitting on track, it appears the baseline project delivery schedule milestone dates can be met.		
○ The combined cost estimate has decreased due to a reduction in project scopes and risks.		
○ An update will be provided to the BATA Oversight Committee on October 14, 2009.		

(continued)

Items	Action
<ul style="list-style-type: none">• Jason Weinstein requested TBPOC approval of the funding target value of \$700M to \$750M to complete the seismic retrofit of both the Dumbarton and Antioch Bridges.<ul style="list-style-type: none">○ The PMT recommended \$750M to be an appropriate estimate to cover all current risk associated with each project.○ Upon discussion, the TBPOC agreed with the PMT recommendation to increase the risk allowance by \$50M, for a total cost estimate of \$750M.• Steve Heminger, the Chair, announced that discussion on raising tolls will be initiated at the BATA Oversight Commission October 14 meeting, to cover (1) the inclusion of the Dumbarton and Antioch Bridge seismic retrofit projects in the TBSRP, (2) higher debt cost, and (3) decrease in traffic volume.<ul style="list-style-type: none">○ It is anticipated that the following options will be presented: a \$1.00 increase for all toll bridges, from \$4.00 to \$5.00; for the first time a carpool charge; and, an option for congestion pricing for the SFOBB only of \$6.00 during peak hours and \$4.00 during off-peak hours.	<ul style="list-style-type: none">• The TBPOC (CTC abstained) APPROVED a funding target value of \$750M to complete both the Dumbarton and Antioch Bridge seismic retrofit projects, as discussed.
<p>2. YERBA BUENA ISLAND DETOUR</p> <ul style="list-style-type: none">a. Contract Change Order 217 (Skid Bent Demolition and Backfill)• Dina Noel presented CCO 217 in the not-to-exceed amount of \$4,500,000 for the demolition and removal of the East Tie-In (ETI) skid bent system used during the recent ETI roll-out/ roll-in.	<ul style="list-style-type: none">• The TBPOC APPROVED CCO 217, as presented.

(continued)

Items	Action
<ul style="list-style-type: none">• Jon Tapping noted that due to the successful completion of the ETI \$6M in risks are being retired.• The Chair requested a briefing on the Risk Register at the next TBPOC meeting.	<ul style="list-style-type: none">• Jon Tapping to give a presentation to the TBPOC on the Risk Register and how it works.
<p>3. SELF-ANCHORED SUSPENSION SUPERSTRUCTURE</p> <ul style="list-style-type: none">a. TBPOC China/Canada Visit Update• The Chair enumerated three items for discussion: (1) the two letters sent to ABF covering the meetings with Candraft and ZPMC; (2) the ABF memo expressing concern over the items covered at the recent BATA Oversight Committee meeting and the media coverage of them; 3) preparation for the October TBPOC meeting with ABF to discuss and agree upon an amount of money required to resolve outstanding issues.○ Regarding Item #1, Tony Anziano reported that ABF has not responded to the two letters. He will follow up.<ul style="list-style-type: none">➢ Mike Flowers provided the latest revised 1st shipment date of October 20, 2009, indicating that an earlier shipment date is not possible.➢ Tony Anziano will be in China this coming week and will get an onsite assessment and apprise the TBPOC accordingly.○ Regarding Item #2, the Chair pointed out that the TBPOC consists of members who all work for public agencies and boards, and we cannot control what the media reports from public meetings.<ul style="list-style-type: none">➢ While ABF and Candraft have taken offense to the media portrayal of the information	<ul style="list-style-type: none">• Tony Anziano to follow up with ABF regarding items outlined in recent TBPOC letters to them.

(continued)

Items	Action
<p>reported at the BATA Oversight Committee meeting, it was noted that the report was factual.</p> <ul style="list-style-type: none">➤ It was the consensus that it is important to maintain transparency, to be forthcoming, and to ensure that any pertinent information being released to the media/public is well thought out.➤ The Chair indicated that he will call Bob Luffy, (with Randy Iwasaki to join him) to: (1) thank him for what ABF did over the Labor Day weekend, (2) clarify media treatment of the TBPOC meetings in Canada and China, and (3) ascertain ABF's position on how to resolve the issues spelled out in the two TBPOC letters covering the Vancouver and China meetings.○ Regarding Item #3, staff is developing a package for the PMT that will serve as the basis for TBPOC discussion with ABF in October.➤ There is an ABF meeting that conflicts with the TBPOC October 16 meeting.➤ Staff should identify an alternate meeting date that works for both the TBPOC and ABF; however, the TBPOC will still meet on October 16 and participate in the ETI recognition luncheon.	<ul style="list-style-type: none">• Randy Iwasaki to coordinate with Mark DeSio for an overall media strategy on this issue, and involve Bart Ney as needed.• Steve Heminger and Randy Iwasaki to call Bob Luffy to thank ABF for their support during Labor Day weekend; to follow up on the TBPOC letters to ABF; and, to discuss resolution of outstanding items.• The PMT to set an alternate meeting date close to October 16, and develop a strategy for the meeting with ABF. The October 16 meeting will serve as a preparatory meeting, should the TBPOC/ ABF meeting be scheduled after October 16. Otherwise a TBPOC conference call may be warranted.
<p>4 OTHER BUSINESS</p> <ul style="list-style-type: none">• Randy Iwasaki thanked staff for the well-orchestrated Labor Day weekend preparations and events.○ The Chair stated it was a shining	<ul style="list-style-type: none">• The Department and BATA to

(continued)

Items	Action
<p>moment for the Department, and suggested giving awards, financial (Department rewards program) and otherwise (BATA resolutions) to key players, in appreciation for a job well-done.</p> <ul style="list-style-type: none"> • Randy Iwasaki reported that the Department will continue regular bridge inspections, as a follow up to the eye bar failure. Starting Saturday night through Sunday morning, two right lanes of the east span of the SFOBB will be closed for the maintenance check. ○ Bijan Sartipi is doing an interview on the maintenance check, and a press release is also scheduled. ○ The Chair invited Bijan Sartipi to present on ongoing bridge inspections and maintenance at the next BATA Oversight Committee meeting. He indicated that Bart Ney should also attend. ○ Brian Maroney reported that the bridge looks fine and stable. <ul style="list-style-type: none"> ➤ Particular attention is being given to the eye bar next to the one that broke. ➤ The maintenance situation will be evaluated and an updated set of recommendations will be provided to the PMT and TBPOC in a month. ○ The Chair requested that this item be included on the upcoming TBPOC meeting agendas. 	<p>arrange for recognition awards to deserving people at the October 16 recognition luncheon.</p> <ul style="list-style-type: none"> • Include the SFOBB inspection and maintenance item on upcoming TBPOC meeting agendas.

Adjourned: 4:55 PM

(continued)

CONFERENCE CALL MINUTES
September 18, 2009, 4:00 PM –5:00 PM

APPROVED BY:

STEVE HEMINGER, Executive Director
Bay Area Toll Authority

Date

RANDELL H. IWASAKI, Director
California Department of Transportation

Date

BIMLA G. RHINEHART, Executive Director
California Transportation Commission

Date

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 2, 2009

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 3b
Consent Calendar
Item- TBPOC September 2, 2009 Meeting Minutes

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the September 2, 2009 Meeting Minutes.

Attachment(s):
September 2, 2009 Meeting Minutes



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

MEETING MINUTES

September 2, 2009, 10:00 AM – 1:00 PM

Mission Bay Office, Conference Room 1906, 325 Burma Road, Pier 7, Oakland

Attendees: TBPOC Members: Steve Heminger, Randy Iwasaki, and Bimla Rhinehart
PMT Members: Tony Anziano, Andy Fremier, and Stephen Maller
Participants: Mike Forner, Michele DiFrancia, Ted Hall, Beatriz Lacson, Rick Land, Peter Lee, Brian Maroney, Bart Ney, Dina Noel, Bijan Sartipi, Ken Terpstra, and Jason Weinstein
Part-Time Participants: Bill Casey, Raj Oberoi, Patrick Treacy, Deanna Vilcheck, Dan Baker (C. C. Myers), Bob Coupe (C. C. Myers), Dan Himick (C. C. Myers), and Bill Halsband (Mammoet)

Convened: 10:04 AM

Items		Action
1.	CHAIR' REPORT <ul style="list-style-type: none">Steve Heminger, the Chair, expressed his thanks to the staff for all the effort expended in arranging the TBPOC trips to Canada and China.	
2.	LABOR DAY WEEKEND BRIDGE CLOSURE <ul style="list-style-type: none">a. East Tie-In (ETI) Presentation by C.C. Myers, Mammoet, DCCI<ul style="list-style-type: none">Using the wall maps, Bill Casey kicked off the presentation by providing an overview of the site, access information and instructions on how to get from one area to another.Bob Coupe, CCM Project Manager, walked the TBPOC through the "Roll-Out Weekend Work Summary, Plan Schedule," which summarized the schedule of activities for the Labor Day weekend full bridge closure.The first 16 hours of the work are the most critical as they	

(continued)

Items	Action
<p>encompass the most unknowns.</p> <ul style="list-style-type: none">➤ As much uncertainty as possible has been removed.➤ There are contingencies for every aspect of the work. Everything has a back-up plan. <ul style="list-style-type: none">○ The weather is forecast to be calm, with winds under 30 mph.○ Within three hours of start, there is no turning back – at which point the project team is committed to the bridge closure and completing the job.○ Demolition of the old structure will start on Tuesday, September 8 and continue until spring of 2010. <ul style="list-style-type: none">• Bill Halsband of Mammoet gave a presentation of the company background and extensive experience in the hoisting and transporting of heavy objects.○ For the West Tie-In work in 2007, Mammoet had a 14-hour window to get the job done but completed it in less than three hours. They anticipate this move will go just as well. <p>b. Presentation by Public Information Office</p> <ul style="list-style-type: none">• Bart Ney gave an update on the communications plan for the Labor Day weekend closure of the Bay Bridge, which included an overview of media and visitor access to Yerba Buena Island/Treasure Island and a summary of media and documentation activity. <ul style="list-style-type: none">• TBPOC conference calls to check on the progress/status of the weekend activities are scheduled for 3:30 PM	

(continued)

Items	Action
on September 4, 5, 6 and 7 (if necessary).	
3. CONSENT CALENDAR <ul style="list-style-type: none">a. TBPOC August 7 , 2009 TBPOC Meeting Minutesb. 2010 TBPOC Meeting Calendarc. Yerba Buena Island Detour Contract Change Orders (CCO's)<ul style="list-style-type: none">1) CCO 177 –Demolition of Span YB4 steel truss after the span has been rolled out, for an amount not to exceed \$12,540,000. <ul style="list-style-type: none">• Mike Forner reported that CCO 177 actual cost came in at \$1.29 million less than the not-to-exceed amount.	<ul style="list-style-type: none">• The TBPOC APPROVED all consent calendar items, as presented.
4. PROGRESS REPORTS <ul style="list-style-type: none">a. Draft August 2009 Monthly Progress Report<ul style="list-style-type: none">• Andy Fremier presented, for TBPOC approval, the Draft August 2009 Monthly Progress Report. The final version will be issued early next week.	<ul style="list-style-type: none">• The TBPOC APPROVED the August 2009 Monthly Progress Report.
5. SAN FRANCISCO-OAKLAND BAY BRIDGE (SFOBB) UPDATES <ul style="list-style-type: none">a. Self-Anchored Suspension Superstructure<ul style="list-style-type: none">1) TBPOC China & Canada Visit Debrief <ul style="list-style-type: none">• Tony Anziano distributed two draft letters from the TBPOC to ABF and its subcontractors, Candraft and ZPMC, one covering the key points agreed upon at the meeting in Vancouver, Canada, and another covering the key points of discussion and agreement reached at the meeting in	<ul style="list-style-type: none">• The PMT and TBPOC to review the draft letters by Thursday, September 3, for signature by the TBPOC and transmittal to ABF on Friday, September 4.

(continued)

Items		Action
<p>Shanghai, China.</p> <ul style="list-style-type: none">• In regards to the press release covering the TBPOC China and Canada visits, Randy Iwasaki proposed that it be sent out after the Labor Day weekend activities.○ The Chair suggested that refinement of the press statement continue, and release be scheduled for next week after the appropriate reviews. <p>b. Yerba Buena Island Transition Structures No. 1</p> <p>1) Update</p> <ul style="list-style-type: none">• Not discussed. <p>c. Oakland Touchdown No. 1</p> <p>1) Update</p> <ul style="list-style-type: none">• Not discussed.		
6	OTHER BUSINESS <ul style="list-style-type: none">• The Chair requested the addition of an item to the TBPOC agenda – a meeting between the TBPOC and PMT - to be included regularly.• The Chair announced that he will be unavailable for an October 1st TBPOC meeting and requested a re-scheduling.<ul style="list-style-type: none">○ The TBPOC agreed to re-schedule the meeting to the morning of Friday, October 16.	<ul style="list-style-type: none">• Staff to add “TBPOC/PMT Meeting” to the TBPOC agenda, as a standing item.• Re-schedule the next TBPOC meeting for Friday, October 16, 2009, 9:00AM to 12:00PM.
7	TOUR OF YERBA BUENA ISLAND (OPTIONAL) <ul style="list-style-type: none">• N/A	

Adjourned: 11:11 PM

(continued)

MEETING MINUTES

September 2, 2009, 10:00 AM – 1:00 PM

Mission Bay Office, Conference Room 1906, 325 Burma Road, Pier 7, Oakland

APPROVED BY:

STEVE HEMINGER, Executive Director
Bay Area Toll Authority

Date

RANDELL H. IWASAKI, Director
California Department of Transportation

Date

BIMLA G. RHINEHART, Executive Director
California Transportation Commission

Date

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 2, 2009

FR: Dina Noel, Assistant Deputy Director Toll Bridge Program, CTC

RE: Agenda No. - 3c
Item- Consent Calendar
Yerba Buena Island Detour Contract Change Order 144-S3

Recommendation:
APPROVAL

Total Cost:
CCO 144-S1 - \$1,000,000.00

Schedule Impacts:
No additional impacts to current December 2010 contract completion date.

Discussion:

East Tie-In –

CCO 144-S3 in the amount of \$1,000,000 – The original change order, along with Supplement No. 2 and No. 3, provided for the fabrication of the 4 expansion joints for the East Tie-In structure. The additional \$1,000,000 will provide for the mitigation of fabrication delays stemming from design revisions and required modifications to the underlying floor beams that support the joints at Pier E1.

Attachment(s):

1. Draft CCO 144-S3 and Memorandum
2. YBI Detour CCO Implementation Strategy, as of November 2, 2009 (to be provided at TBPOC meeting)

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 144	Suppl. No. 3	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.:
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To: CC MYERS INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

Provide additional funds.

Estimated Cost of Extra Work at Force Account\$1,000,000.00

Estimated Cost: Increase ☒ Decrease ☐ \$1,000,000.00

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by		
Signature	Resident Engineer BILL CASEY	Date
Approval Recommended by		
Signature	SFOBB Construction Manager MIKE FORNER	Date
Engineer Approval by		
Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by		
Signature	(Print name and title)	Date

CONTRACT CHANGE ORDER MEMORANDUM

DATE: 10/22/2009 Page 1 of 2

TO: MIKE FORNER / DEANNA VILCHECK			FILE: E.A. 04 - 0120R4	
FROM: BILL CASEY			CO-RTE-PM SF-80-12.6/13.2	
FED. NO.				
CCO#: 144	SUPPLEMENT#: 3	Category Code: CHPA	CONTINGENCY BALANCE (incl. this change) \$46,571,251.59	
COST: \$1,000,000.00 INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: \$0.00			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: Additional Funds for Expansion Joints			PROJECT DESCRIPTION: CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE	
Original Contract Time: 475 Day(s)	Time Adj. This Change: 0 Day(s)	Previously Approved CCO Time Adjustments: 1660 Day(s)	Percentage Time Adjusted: (including this change) 349 %	Total # of Unreconciled Deferred Time CCO(s): (including this change) 7

THIS CHANGE ORDER PROVIDES FOR:

Additional funding to provide for the fabrication of the East Tie-In (ETI) expansion joints.

This project, the Yerba Buena Island Detour (YBID), was awarded in March 2004 to construct a detour that will allow for the tie in of the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island. The YBID encompasses three main structures, the East Tie-In to the existing bridge, the West Tie-In (WTI) to Yerba Buena Island, and the Viaduct structure between the two tie ins.

Two separate Department strategy memorandums, dated December 14, 2006 and December 25, 2006, approved by Tony Anziano - Toll Bridge Program Manager and Richard Land - Chief Engineer, recommended that the Department assume responsibility for the designs of the East Tie-In (ETI) and West Tie-In (WTI) portions of this contract, and incorporated seismic retrofit work of the permanent Yerba Buena Island Transition Structure (YBITS) onto this project. Based on these memorandums, the design of the structure was changed from a design that incorporated the existing steel truss bridge with the new structure to a design that replaces the existing structure with a new structure (roll out / roll in).

The original Change Order No. 144, including Supplement No. 1, provided the plans and specifications necessary for the fabrication of the 4 permanent expansion joints, each approximately 18 meters long and 3 meters wide, for the ETI structure. Those change orders also provided compensation for the actual fabrication of the expansion joints along with the fabrication of a mock up joint for testing its properties and installation method. That change order provided for the work to be performed as extra work at force account. Supplement No. 2 incorporated design changes to the originally issued plan sheets for the expansion joints as issued by Toll Bridge Design.

It is anticipated that the current force account funding shall be inadequate. Unanticipated costs will be incurred due to the revised design and delays to the fabrication stemming from these design changes. The contractor was required to perform extensive modifications to the floor beam under the joints at Pier E1 and also acted to mitigate the Department design delay by working extended hours on the fabrication. Shop drawings also had to be modified due to the design change.

The work shall be compensated as extra work at force account for an estimated cost of \$1,000,000.00 which shall be financed from the contract contingency funds. A cost analysis is on file.

No adjustment of contract time is warranted as the change will not affect the controlling operation.

This change was concurred with by Alec Melkonians - Asst. Project Manager and Minh B. Nguyen - Project Engineer. TBPOC approval pending.

Maintenance concurrence is not required as this is an administrative change.

CONCURRED BY:			ESTIMATE OF COST		
Construction Engineer:	Bill Casey, Resident Engineer	Date		THIS REQUEST	TOTAL TO DATE
Bridge Engineer:		Date	ITEMS	\$0.00	\$0.00
Project Engineer:	Minh B. Nguyen, PE	Date	FORCE ACCOUNT	\$1,000,000.00	\$4,750,000.00
Project Manager:	Alec Melkonians	Date	AGREED PRICE	\$0.00	\$0.00
FHWA Rep.:		Date	ADJUSTMENT	\$0.00	\$0.00
Environmental:		Date	TOTAL	\$1,000,000.00	\$4,750,000.00
Other (specify):		Date	FEDERAL PARTICIPATION		
Other (specify):		Date	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE		
District Prior Approval By:		Date	<input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING		
HQ (Issue Approve) By:	Bob Molera, HQ CCO Engineer	Date	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)		
Resident Engineer's Signature:		Date	<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS		
			FEDERAL FUNDING SOURCE PERCENT		

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 2, 2009

FR: Andrew Fremier, Deputy Director, BATA

RE: Agenda No. - 4a
Program Issues
Item- TBSRP Draft Third Quarter 2009 Project Progress and Financial Update

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:

Attached, for information, is the Projected 2009 Third Quarter Report Production Schedule which reflects the status of completed report tasks and the schedule for remaining actions.

Also included in this package is the Draft Third Quarter 2009 Project Progress and Financial Update for your approval. The report incorporates the revised forecasts and the most current actual costs and risk management data. The final report is scheduled to be released on November 10, 2009.

Attachment(s):

1. Projected 2009 Third Quarter Report Production Schedule
2. TBSRP Draft Third Quarter 2009 Project Progress and Financial Update (see end of binder)



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Projected Third Quarter 2009 Report Production Schedule

3rd Quarter 2009 Report: Legislated Deadline - November 11, 2009	
BAMC Begin Quarterly Report Development; Issue First Call for Input	Friday, September 11, 2009
BAMC Prepare Quarterly Report 1st Draft for PMT, BATA, Caltrans	Friday, October 02, 2009
PMT / BATA / Caltrans Review & Comment on 1st Draft	Monday, October 05, 2009
BAMC Incorporate Comments: Produce 2nd Draft for TBPOC Review	Tuesday, October 06, 2009
TBPOC Review & Comment on 2nd Draft	Thursday, October 08, 2009
Expenditure Update (Anticipated Date)	Monday, October 26, 2009
BAMC Incorporate Comments; Produce Proposed Final Draft for TBPOC and Agency	Tuesday, October 27, 2009
BAMC Issue Proposed Final Draft to TBPOC & Agency	Wednesday, October 28, 2009
TBPOC and Agency Review / Comment on Proposed Final Draft	Thursday, November 05, 2009
BAMC Incorporate Comments: Produce Advanced Final Draft + Table of Conflicting Comments	Friday, November 06, 2009
TBPOC Teleconference to make Final Comments and Resolve Conflicting Comments	Monday, November 09, 2009
BAMC Incorporate All Final Comments from TBPOC; Emails Final Version for Information	Tuesday, November 10, 2009
Produce & Issue Quarterly Report to Legislature & CTC	Tuesday, November 10, 2009

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 2, 2009
FR: Ali Banani, Manager of Project Controls, Caltrans
Peter Lee, Senior Transportation Engineer, BATA
RE: Agenda No. - 5a
Item- Program Issues
TBSRP Capital Outlay Support (COS) Update

Recommendation:

For Information Only

Cost Impacts:

None

Schedule Impacts:

None

Discussion:

For FY 2009-10, the TBPOC has adopted a COS budget of \$111.7 M that assumed reductions from a reduced overhead rate, staffing reductions, elimination of liability insurance and furloughs.

While the Department has achieved \$9 M in savings from staffing reductions and the furloughs, COS expenditure forecast is trending significantly higher due primarily to additional costs associated with expanded QA in China, east-end detailing support, and savings that have not been realized.

The current COS forecast for FY 2009-10 is \$134.1 M at current expenditure rates. Long-term forecasts for COS continue to trend higher based on risk adjusted assumptions on project delivery.

Attachment(s):

COS Update Presentation, as of November 2, 2009

Capital Outlay Support (COS) Update

November 2009



THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECTS

Capital Outlay Support (COS) Update

CALTRANS

BAY AREA TOLL AUTHORITY

CALIFORNIA TRANSPORTATION COMMISSION

Capital Outlay Support Update

Agenda:

> FY 09 — 10 Budget Status



THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECTS

CALTRANS

BAY AREA TOLL AUTHORITY

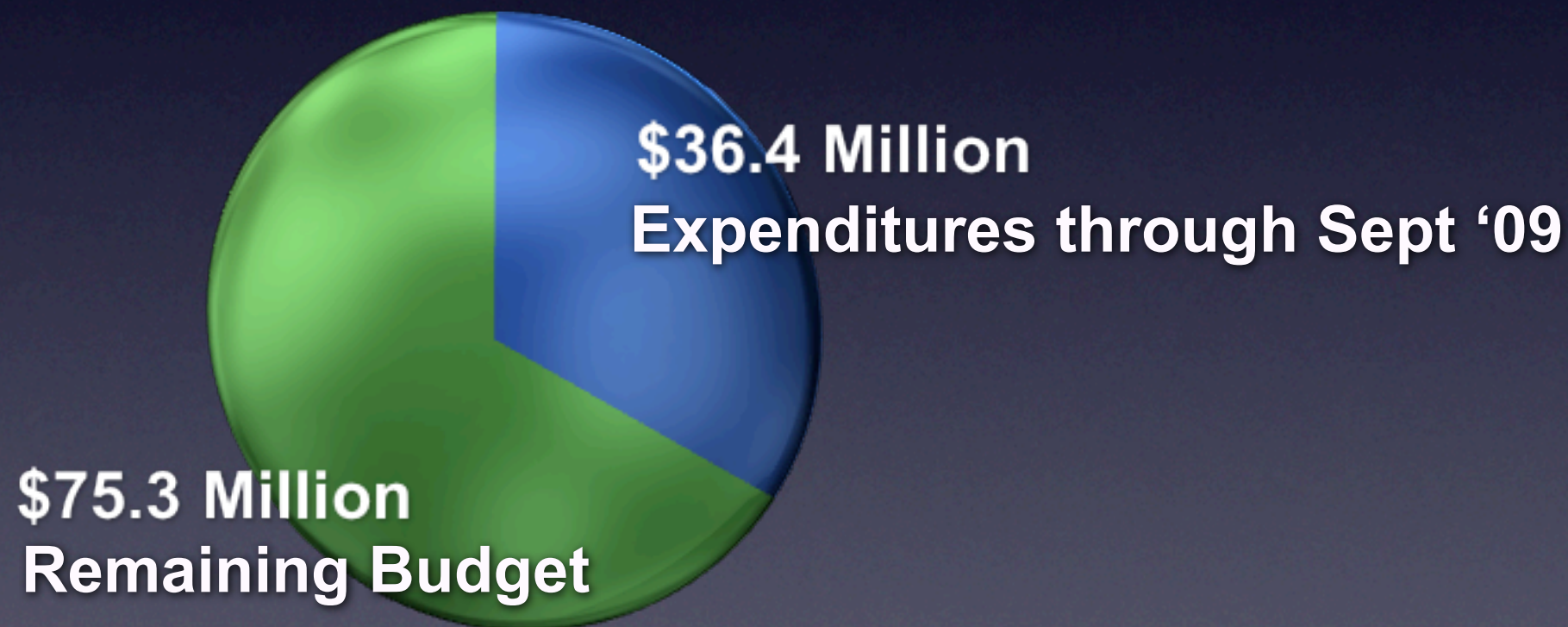
CALIFORNIA TRANSPORTATION COMMISSION

Capital Outlay Support (COS) Update

FY 09-10 Expenditure Summary

As of September 30, 2009

	<u>Total</u>	<u>State</u>	<u>A/E</u>
Budget Request	\$131.2 M	\$52.3 M	\$78.9
<i>TBPOC Budget</i>	<i>\$111.7 M</i>		
Expenditures	\$36.4M	\$12.3	\$24.1



THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECTS

Capital Outlay Support (COS) Update

CALTRANS

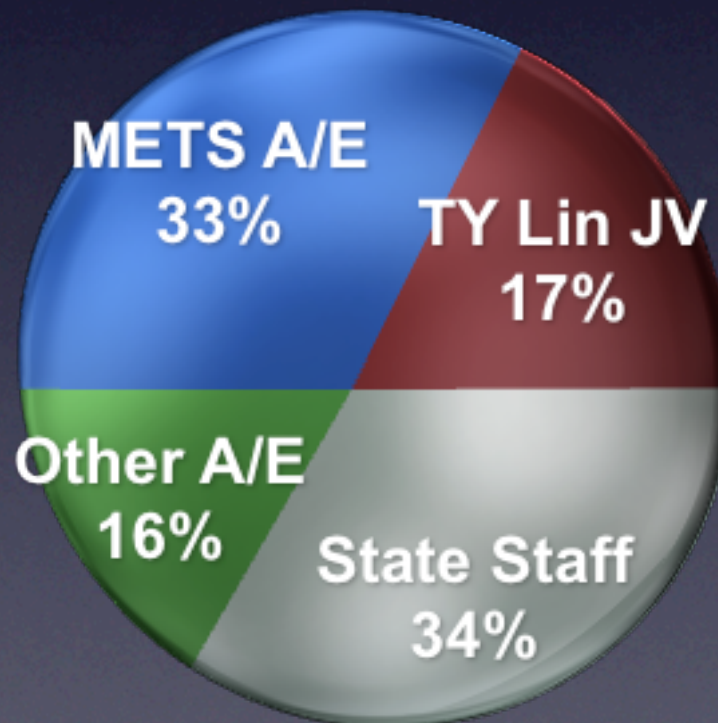
BAY AREA TOLL AUTHORITY

CALIFORNIA TRANSPORTATION COMMISSION

Expenditure Analysis

Expenditure Composition (\$M)

Category	FY Expenditures Thru 9/2009	% of Total Expenditures
TY Lin JV	\$6.2 M	17%
METS A/E	\$12.0 M	33%
Other A/E	\$5.9 M	16%
State Staff	\$12.3 M	34%
TOTAL	\$36.4 M	100%



THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECTS

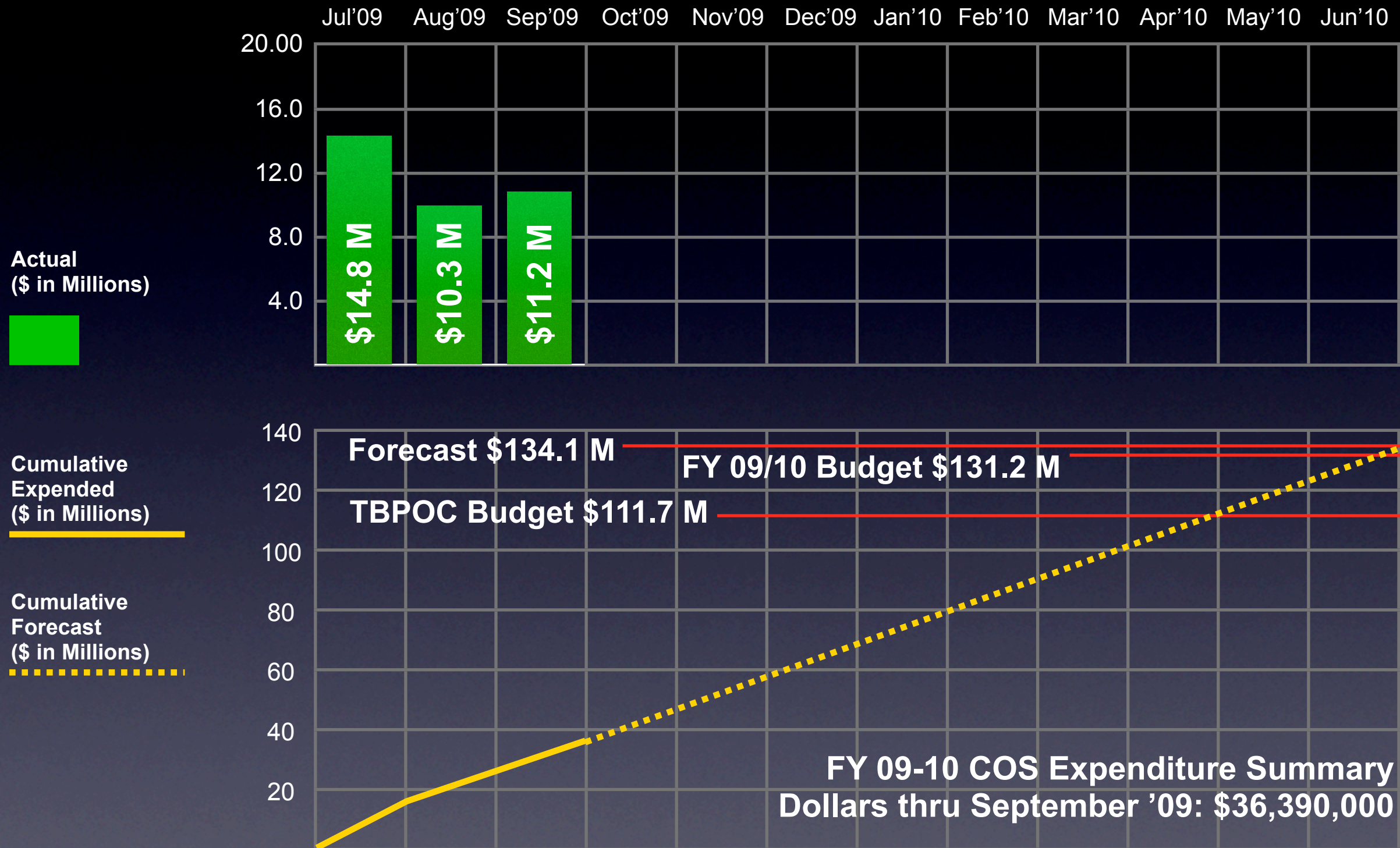
Capital Outlay Support (COS) Update

CALTRANS

BAY AREA TOLL AUTHORITY

CALIFORNIA TRANSPORTATION COMMISSION

FY 09/10 COS Expenditure Forecast



THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
 SEISMIC SAFETY PROJECTS

Capital Outlay Support (COS) Update

CALTRANS

BAY AREA TOLL AUTHORITY

CALIFORNIA TRANSPORTATION COMMISSION

FY Forecast

Original
Budget Request

\$131.2 M

TBPOC Budget

\$111.7 M

Forecast Quarter
Ending Sept., 2009

\$134.1 M

Excess Over Budget

\$22.4 M

FY Plan: \$131.2 M

Reduce OH Rate: \$2.1 M

Staff Furloughs: \$7.0 M

Staff Reductions: \$4.0 M

Liability Insurance: \$4.0 M

Further Staff Reductions \$2.4 M

Reductions: \$19.5 M

Reduced FY Plan \$111.7M

FY Forecast: \$134.1 M

Additional QA in China: \$12.0 M

Design of OBG East End: \$2.0 M

Prior Year Expense: \$4.0 M

Unrealized Furlough Savings \$2.0 M

Unrealized Staff Reductions \$2.4 M

Additions: \$22.4 M



THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECTS

CALTRANS

BAY AREA TOLL AUTHORITY

CALIFORNIA TRANSPORTATION COMMISSION

Capital Outlay Support (COS) Update

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 2, 2009

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 6a1
Item- San Francisco-Oakland Bay Bridge Updates
Yerba Buena Island Detour Update

Recommendation:

For Information Only

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

A verbal update on the Yerba Buena Island Detour contract will be provided at the November 5th meeting.

Attachment(s):

N/A

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 2, 2009

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 6b1

Item- San Francisco-Oakland Bay Bridge Updates
Yerba Buena Island Transition Structures No. 1 - Addendum No. 8

Recommendation:
APPROVAL

Cost:
\$ -41,400,000 (rounded)

Schedule Impacts:
Contract duration extended 7 months – Total contract duration is 1390 working days

Discussion:
The items in Addendum No. 8 are shown on the attachment titled “TBPOC addendum list of Items”. This is the last planned addendum.

Addendum No. 8 includes seven separate items that covers approximately 55 plan sheet revisions. The PMT reviewed this addendum on October 26, 2009. All comments from BATA and CTC staff have been resolved and incorporated into this addendum.

Also, the unit costs for various structure items have been reduced to take into account recent bid results for similar items on other contracts. These revised unit costs are reflected in this addendum.

Some of the key elements of this addendum are:

- Modify WB Structure to facilitate connection of the WB YBI ramps to be constructed at a later date
- Modify the number of working days in the specifications and area for contractor’s use plan. DP1 extended to 970 working days.

- Revise the electrical plans and specifications due to electrical ISD changes
- Revise specifications to clarify that lost deck forms are to be removed when utilities will be installed
- Modify the electrical service platforms design
- Increase the cost for COZEED and additional traffic control
- Reduce the unit prices of various structure items due to recent bid results

The modification to the number of working days updates the YBITS 1 contract schedule to better match the current approved SAS schedule. As currently planned, the YBITS 1 contract needs to wait on the SAS to complete cable erection before completing the westbound approach structure around Hinge K. Should the SAS contract be further delayed than currently approved, a schedule gap may need to be mitigated, including additional COS costs, falsework rental expenses, and construction delay costs.

Attachment(s):

1. TBPOC Addendum List of Items

TBPOC Addendum List of Items

Subject	Method for Incorporation into Project		Notes
	Bid Documents	Addendum/CCO/Other	November 2009
Modify WB Structure to facilitate connection of the WB YBI ramps to be constructed at a later date		✓	Need additional steel rebar, couplers and concrete in order to connect the future WB on-and off-ramps to the WB structure
Modify the number of working days in the specifications and area for contractor's use plan		✓	Changes in working days to reflect the current SAS schedule and to eliminate accelerated work at extra expense. DP1 shall be completed before the expiration of 970 days. All work shall be completed within 1390 working days. Areas for contractor use to be modified as follows: Area FP not available until 10/31/12, Area PRA not available until 9/1/10.
Revise the electrical plans and specifications due to electrical ISD changes		✓	Required changes due to conflicts between electrical systems and steel rebar within YBI Transition structures (results from design ISD process)
Revise specifications to clarify that lost deck forms are to be removed when utilities are to be installed		✓	Some deck forms need to be removed in order to provide access for utilities
Modify the electrical service platforms design		✓	To accommodate galvanizing and transporting service platforms (lesson learned on OTD1 contract)
Revise the cost for COZEEP and additional traffic control		✓	Required due to foreseen additional traffic control (lessons learned from YBI detour contract). Increase of \$1,170,000.
Reduce the unit prices of various structure items due to recent bids results		✓	Reductions in the following items: furnish steel piling, prestressing CIP concrete, structural concrete, seismic joints, bar reinforcing steel (rebar) unit costs due to recent bid results. Decrease of \$38,810,525. There are additional reductions due to mobilization and contingency calculations on the new engineer's estimate amount.

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 2, 2009

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 6c1
Item- San Francisco-Oakland Bay Bridge Updates
Oakland Touchdown No. 1 Update

Recommendation:

For Information Only

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

A verbal update on the Oakland Touchdown No. 1 contract will be provided at the November 5th meeting.

Attachment(s):

N/A

Memorandum

TO: Toll Bridge Program Management Team (TBPMT) **DATE:** November 2, 2009

FR: Jason Weinstein, Senior Program Coordinator, BATA

RE: Agenda No. - 6d
Item- San Francisco-Oakland Bay Bridge Updates
New East Span Light Pole Procurement

Recommendation:
APPROVAL

Cost:
\$16 M

Schedule Impacts:
None

Discussion:

Staff recommendation is to procure the SFOBB East Span light poles through BATA.

The Department is in the final stages of the design on the light poles that will be placed on the East Span of the new SFOBB. The design will fabricate break bent poles, which was decided at the 8/7/09 TBPOC meeting. Various methods of procurement have been discussed to procure the 229 light poles that will be produced. The Department is currently looking at two options for procuring the poles, one is the Caltrans Division of Procurement and Contracts (DPAC) the other is the Bay Area Toll Authority (BATA).

The attached schedule includes high level durations for the procurement process, as well as, the installation of the poles. The schedule also accommodates any bridge opening schedule. The installation of these poles is currently contemplated to be placed as a CCO, but still requires further discussion with the TBPOC.

Memorandum

Below is a table that compares the different methods of procurement:

	DPAC	BATA
Selection Process	Low Bid	Low Bid
Management <ul style="list-style-type: none"> • Procurement • Design • Fabrication/Inspection • CCO's 	DPAC CT / Moffat Nichols CT Construction Yes – Follows CT procedures	BATA CT / Moffat Nichols CT Construction Yes – Follows BATA procedures
Time <ul style="list-style-type: none"> • Procurement Process 	7+ Months after completion of design	2+ Months after completion of design
Cooperative Agreement <ul style="list-style-type: none"> • Needed • Design Liability Transfer 	No None	For discussion For discussion
Contract <ul style="list-style-type: none"> • Storage • Warranty 	Within CT R/W No issue	Within CT R/W Transferability

Matrix notes:

BATA has not procured permanent elements to be placed on State right-of-way before without a Cooperative Agreement. The discussion would surround the need, if required, to modify an existing or create a new Cooperative Agreement between BATA and the Department. Design liability would not be an issue if DPAC procures the light poles (design liability remains with Department / Moffat Nichols), however, this should be discussed if BATA is to procure the poles.

In previous contracts where BATA has procured material, this material ultimately became property of the State. Transferability of the warranty from BATA to the Department should be discussed, so the Department will have a direct path of communication with the pole manufacturer, should the need arise.

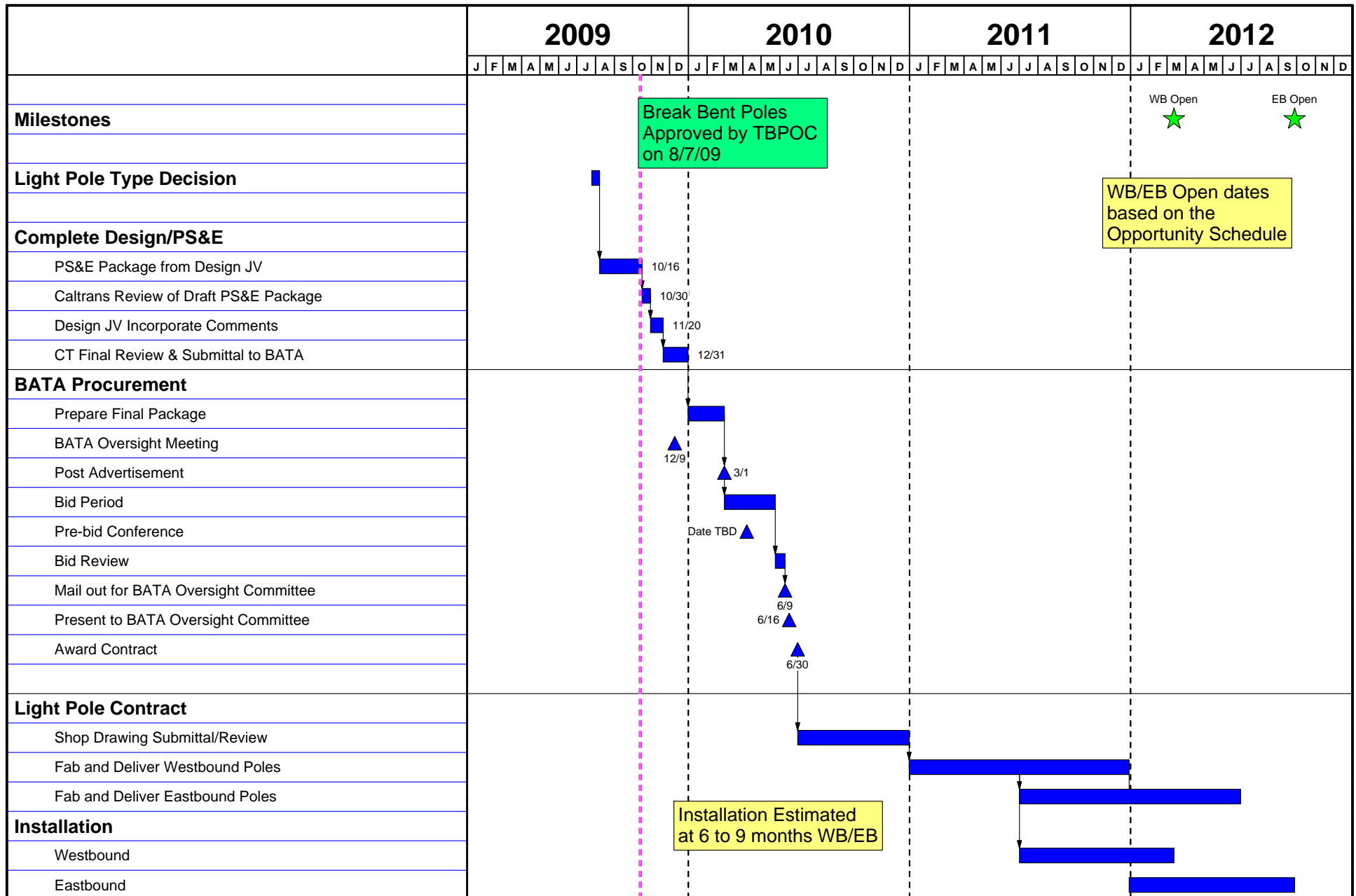
Attachment(s):

Light Pole Schedule

SFOBB - ESSSP

Light Poles Schedule

Draft
10/13/09



For Discussion Purposes Only

ITEM 7: OTHER BUSINESS

No Attachments